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reacts to a strong and contraction of the	4 v2/44#49 *0#***********************************	DELL'A	त्रों के विवरंति एकं का कारण की व्यावस्थित के विकास किया है। विवरंति के प्रतिकृति के कारण की व्यावस्थित के विकास के विवरंति के विवरंति के विवरंति के विवरंति कारण किया कि व	enyempedise veregenenye kwangang militaka 2004 Maria (2004 Maria da 1904	25X1A	unce se promine, suprimi ret est se "
EVALUATION		25X1	PLACE OBTAINED			
DATE OF	CONTE	NT_ 13 to 26 July 1	.953	· · · · · · · · · · · · · · · · · · ·	PROTES THE VIEW ROLL FROM THE PROPERTY OF THE PROPERTY AND RESIDENCE AND THE PROPERTY AND RESIDENCE AND	CU JANES (TO MEET MANY MANY
DATE OBT	TAINED	(Company Notations)		REPARED 17 Au	igust 1953	· · · · · · · · · · · · · · · · · · ·
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PAGES	3	ENGLOSURES (N	O. & TYPE)			en marita appear monta à commissione
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THE PERSON NAMED IN COLUMN TWO				<u> </u>	· · · · · · · · · · · · · · · · · · ·	
25X1X						
	1	During the night of	f 13 and 14 July 1	953. intensive	air activity was can	rried
		out by swept-back ;	jet fighters. Betw	een 8 a.m. and	1 p.m. on 21 July, 1	there
25X1X		was a 3/10 overcast	t and local flight	s by MiG-15s. A	At 4 p.m., a twin-eng 50 to 200 meters. At 3	gine 3.75
		p.m. on 22 July, fo	ormation flying wa	s practiced by	6 MiG-15s during whi	ich
		time the degree of	cloudiness change	d.	•	. %
	2.					
25X1						
25X1X						
	3.	On 14 July, 3 swep	o-back jet fighte	rs and I biplar	ne were counted at th	he
		field. Nigh flying	started at 8 p.n	Jeep	was observed at	
		the field.		1.		
	4.	The following air a 14 and 22 July:	ectivity and aircr	aft were observ	red at the field between	ween
25X1B		·				•
					lual take-offs were met to the west and the	
		heading toward the	northwest. The ai	rcraft landed a	after about 12 minute	95.
					activity by MiG-15s	
					aircraft made indivi flights in elements	
		twos maintaining in	iterval of about 2	O meters and a	distance of about 80) me-
	**	and a scattered ele		served aloft. T	There was a 5/10 over	rcast
•						
•			· · · · · · · · · · · · · · · · · · ·			
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16 July. At about 9 a.m., 32 MiG-15s and U-MiG-15s were parked at the field. Between 11 a.m. and 7 p.m., flying was practiced by individual aircraft flying with their landing gears extended also by aircraft flying in elements of twos and by a single-Po2. There was a scattered cloud base.

17 July. With increasing cloudiness during the morning, air activity was conducted by swept-back jet fighters, most of which flew individually with extended landing gears. A few flights were made by aircraft in groups of twos which flew in the vicinity of the field and remained aloft for about 15 minutes. The same air activity was conducted between 2 p.m. and 5 p.m. Two swept-back jet fighters were observed aloft between 9:30 p.m. and 9:45 p.m. There were no searchlights in operation. The following take-offs and landings were observed between 11:04 a.m. and 12:30 p.m.:

Take-Off	Landing	· · · · · · · · · · · · · · · · · · ·
11:04 a.m. unknown 11:12 a.m. 11:14 " 11:16 " 11:41 " 11:43 " 11:45 " 12:11 "	11:27 a.m. 11:07 " 11:15 " 11:18 " 11:20 " 11:44 " 11:46 " 11:48 " 12:28 " 12:30 p.m.	

13 July. Between 7 a.m. and 11 a.m., local flying was practiced by swept-back jet fighters, inspite of rain.

19 July. There was no air activity. The degree of cloudiness increased from 8/10 to 10/10 and there were thunderstorms during the afternoon.

20 July. During the morning, a few MiG-15s were observed aloft. Shortly after 2 p.m., a Po-2 practiced flying. At 8:30 p.m., night flying was begun by swept-back jet fighters but the fighters did not operate with searchlights. At about 3 p.m., 27 MiG-15s and U-MiG-15s were counted at the field.

21 July. One formation of 12 MiG-15s with auxiliary fuel tanks was observed aloft between 7:30 a.m. and 8:10 a.m. and again between 11:20 a.m. and midnight. The intervals and distances between the individual aircraft in the formation were about 20 meters and 40 meters respectively. Take-offs were made in elements of twos. Between 1 p.m. and 4 p.m., two formations of four aircraft took off and headed west.

22 July. There was a 2/10 overcast in the morning and a 8/10 overcast in the afternoon. Flying was practiced by aircraft in elements of twos which remained aloft for about 20 minutes. At about 4 p.m., 30 MiG-15s and U-MiG-15s with auxiliary fuel tanks were parked on the landing field.

25X1	auxiliary	fuel	tanks	were	parked	on	the	landing	field.	
5.										
**										

6. On 13 July, Soviet Air Force officers, about 20 years of age, from European Russia and who were wearing new uniforms with black-bordered blue epsulets and

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	3
25X1	propeller insignia on the right breat side, were observed in the town and in the vicinity of the field. On 20 July, between 5 p.m. and 7 p.m., 12 MiG-15s and U-MiG-15s were parked at the field. There was air activity by MiG-15s,
25X1B	U-MiG-15s and a Po-2. Shortly after 7 p.m., about 50 soldiers with black-bordered blue epaulets armed with submachine guns and carbines and with light equipment fell in at the main gate of the field. Jeepand trucks
25X1B	were observed entering and leaving the field.
	Comment. The observed air activity confirms the assumption that the two
	fighter regiments at Grossenhain airfield conduct basic in addition to advanced pilot training. This is further supported by the observation of noti-
25X1	ceably young officers in Grossenhair. The aircraft is reported for the first time from East Jermany, while the other aircraft were previously
25X1	observed in Prossenhain. A total of about 60 MiG-15s are believed to be stationed in Grossenhain. Most of these alreraft are generally parked in numerous ban-
0EV1	gars at the field. The number of 60 MiG-15s was estimated on 16 June 1953 when probably all of the aircraft were marked outside of the hangars. Since 1 Octo-
25X1	ber 1952, 51 different mircraft have been observed at Grossenhain mir-

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